

## CLAIMS

1. Motor vehicle (1), especially a convertible, with an automobile body, to which is assigned at least one strut (4, 5; 7, 8), which has a part (4c; 5c; 7c; 8c) that can move longitudinally relative to the body as a result of longitudinal stress produced during the operation of the vehicle, characterized by the fact that the longitudinally moving part (4c; 5c; 7c; 8c) can move relative to an energy converter (10; 10a; 10b; 10c; 11) that acts as a damper, by which the motion of the strut part (4c; 5c; 7c; 8c) relative to the body can be braked, and the kinetic energy of the strut (4; 5; 7; 8) can be at least partially converted to another form of energy.

2. Motor vehicle in accordance with Claim 1, characterized by the fact that an energy storage device for energy produced by conversion of the kinetic energy of the strut (4; 5; 7; 8) is assigned to the energy converter (10; 10a; 10b; 10c; 11).

3. Motor vehicle in accordance with Claim 1 or Claim 2, characterized by the fact that an energy converter (10a) has at least one contact brake surface (12; 13) that frictionally engages the moving part (4c; 5c; 7c; 8c) of the strut (4; 5; 7; 8).

4. Motor vehicle in accordance with any of Claims 1 to 3, characterized by the fact that an energy converter (10b) has at least one pressure medium reservoir (16) that can be compressed by the moving part (4c; 5c; 7c; 8c) of the strut (4; 5; 7; 8).

5. Motor vehicle in accordance with any of Claims 1 to 4, characterized by the fact that an energy converter (10b) has a fluid that can be moved by the moving part (4c; 5c; 7c; 8c) of the strut.

6. Motor vehicle in accordance with any of Claims 1 to 5, characterized by the fact that an energy converter (10c) has a coil arrangement (18) that can be penetrated by the moving part of the strut.

7. Motor vehicle in accordance with Claim 5 or Claim 6, characterized by the fact that the energy storage device comprises a storage battery.

8. Motor vehicle in accordance with any of Claims 1 to 7, characterized by the fact that the moving part (4c; 5c; 7c; 8c) of the strut (4; 5; 7; 8) constitutes at least almost the entire strut.

9. Motor vehicle in accordance with any of Claims 1 to 8, characterized by the fact that the strut (4; 5; 7; 8) has a multipart construction and comprises parts (4c, 5c, 7c, 8c; 4d,

5d, 7d, 8d) that can move relative to each other.

10. Motor vehicle in accordance with Claim 9, characterized by the fact that the movement of the parts (4c, 5c, 7c, 8c; 4d, 5d, 7d, 8d) relative to each other under suitable stress can be more than a millimeter.

11. Motor vehicle in accordance with any of Claims 1 to 10, characterized by the fact that at least two struts (4, 5 or 7, 8) are connected with each other by a common energy converter (11).

12. Motor vehicle (1), especially a convertible, with a supporting frame, which comprises at least one strut (4, 5; 7, 8), which has a part (4c; 5c; 7c; 8c) that can move longitudinally relative to other struts of the supporting frame as a result of longitudinal stress produced during the operation of the vehicle, characterized by the fact that the longitudinally moving part (4c; 5c; 7c; 8c) can move relative to an energy converter (10; 10a; 10b; 10c; 11) that acts as a damper, by which the motion of the strut (4; 5; 7; 8) relative to the supporting frame can be braked, and the kinetic energy of the strut (4; 5; 7; 8) can be at least partially converted to another form of energy.